

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

THEATRE ROYAL.

CITY HALL.

TO-NIGHT! TO-NIGHT!
"THE GEISHA."TO-MORROW & SATURDAY,
GRAND PRODUCTION OF THE
LATEST GAIETY SUCCESS

"A RUNAWAY GIRL."

"HIS EXCELLENCY THE GOVERNOR."

"THE SIGN OF THE CROSS."

"CHARLEY'S AUNT."

PLAN at ROBINSON PIANO CO.
B. HERMANN, Business Manager.
Hongkong, 22nd March, 1900. [301b]

GREEN-ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that the CALLS on Shares numbered respectively—

24,735-24,734
24,734-24,733
24,733-24,732
24,732-24,731
24,731-24,730

with interest must be paid to the undersigned at the Office of the Company, No. 9, Praya Central on or before the 26th instant. Notice is also given that in the event of Non-payment of such Calls and Interest at the Office of the Company on or before the said 26th instant, the above mentioned Shares will be liable to be forfeited.

Dated the 21st March, 1900.
SHEWAN TOMES & Co.,
General Managers.

HONGKONG OLD VOLUMES SOCIETY.

LECTURE.

MR. J. W. JONES has kindly consented to deliver a Lecture on "THE GRIP ON COLONIAL EMPIRE," at the CHAMBER OF COMMERCE, ROOM, CITY HALL, on MONDAY, the 26th instant, at 5.15 P.M.

The Hon. W. M. GOODMAN will take the Chair.
HENRY E. POLLOCK,
Hon. Secretary,
HONGKONG OLD VOLUMES SOCIETY.

Hongkong, 22nd March, 1900. [31b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
The Company's Steamship

"THALES,"
Captain Passmore, will be despatched for the above Ports, on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers,
Hongkong, 22nd March, 1900. [320b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO.
The Company's Steamship

"CHINKIANG,"
Captain Vaughan, will be despatched as above on SATURDAY, the 31st instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd March, 1900. [327b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
The Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above on WEDNESDAY, the 4th April.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd March, 1900. [378b]

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18
B.—Superior Very Old Cognac Red Capsule - - - - - \$21
C.—Very Old Liqueur Cognac V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1882 Vintage - - - - - \$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., LIMITED,
QUEEN'S ROAD CENTRAL.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, etc., be addressed to the Editor, "The Hongkong Telegraph," and not to the Editor. Letters of Editorial matters to be sent to "The Editor," and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the "Hongkong Telegraph" will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested in forward all notices intended for insertion in that day's issue not later than Five o'clock, so as not to retard the early publication of the paper. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be found on application.

BIRTH.

At Singapore, on the 13th inst., the wife of I. ELIZON, of a daughter.

MARRIAGE.

On the 10th inst., at St. Andrew's Cathedral, Singapore, by the Rev. Holland D. Stubbs, ROSE MAUD SARAH, eldest daughter of Samuel Stubbs, Singapore, to SAMUEL ROBERT, youngest son of Thomas Knowlden Perkins, Eton.

DEATHS.

On Tuesday morning, March 13th, at Kobe, JOANNA, widow of the late Captain Joseph Thomas, aged 64.

At Hastings, England, the beloved wife of H. GARDNER, NEE, HARRIETTE CAZALAS, of Singapore, aged 25 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 22, 1900.

REUTER'S TELEGRAMS.

THE WAR.

Cape Colony.

LONDON, March 20th.
Sir A. Milner, accompanied by his Military and Private Secretaries, has left Capetown in a special train. His destination is kept secret.

France, Germany and the Transvaal.

France and Germany are manifesting anxiety at the recurrence of the Transvaal's threats to explode the mines at Johannesburg, and it is thought it may lead to joint representations to President Kruger.

THE WAR.

Cavalry from Bloemfontein and Springfield has gone to try to intercept Commandant Olivier's Commando which is retreating from Alval North to Kromstadt.

In the House.

Mr. Wyndham (Parliamentary Sec. War Office) stated in the House of Commons that he understood Mr. Chamberlain intended to issue a proclamation dealing with the question of wanton destruction of property by the Boers.

Bridge Destroyed.

Yesterday the Boers blew up the railway bridge over a branch of the Modder River between Bloemfontein and Brandfort.

Lord Kitchener.

General Kitchener has arrived at Frieska (Frieska).

WEATHER REPORT.

The Observatory report says:—On the 22nd at 11.55 a.m. the barometer has risen on the China coast, fallen in Japan. The depression is moving Eastwards in the S. part of the Sea of Japan, and the highest pressure lies over N. China. Gradients slight on the E. coast, moderate with fresh monsoon in the Formosa Channel and along the S. coast.

FORECAST:—Fresh N.E. winds; some drizzling rain or mist.

LOCAL AND GENERAL.

We would draw the attention of our readers to an advertisement appearing in another column of a lecture to be given by Mr. J. W. Jones, at the City Hall next Monday. The Hon. W. M. Goodman has kindly consented to take the Chair. The public are cordially invited.

Two cups for the greatest number of attendances in Field Battery and "A" Machine Gun Company have been kindly promised by Major Gordon, R.A., late adjutant of the Hongkong "Volunteer Corps, Sergeant Drummer Brown has earned the cup for the Field Battery and Sergeant Northcote for "A" Company. These were the only two units during Major Gordon's tenure of office.

On Monday next, the Football Season will be brought to a finish with the match of Scotland against The World. Kick-off at 4.30.

Scotland:—Moore, Kelly, Stewart, Bell, Duncan, Bunney, Smillie, Nolan, and Jones.

The World:—Danby, Noble, Lowe, Hancock, Frost, Howard, centre half of "G" Co., R.W.F. Griffiths, R.A., full back of R.E. Looker, and Kew.

It would appear that Londoners do not know the air of the Transvaal National Anthem. It is reported by a London paper that a humourist has been experimenting by engaging a street corner player to learn it, and play it in different parts of the metropolis. The humourist went out in attendance on the instrumentalist to watch the result. Not a soul seemed to recognise the anthem; and the musician was rewarded with coppers by patrons who probably would have assaulted him had they known what he was playing.

The Russian transport *Kiev*, which arrived this morning, outward bound, says the *Singapore Free Press* of 13th instant, reports that the Russian battle-ship *Petr Pavlovsky*, 12,000 tons and 58 guns, left Colombo a day or two before her, bound eastward also. The battleship will call at Pulo Wey for coal. The anticipated beginning to happen. This is the fourth or fifth man-of-war that has called at Pulo Wey for coal, although there is an ample stock of Cardiff here. On board the *Kiev* there is a Russian soldier who is credited with extraordinary strength, being able to hold up a man in each hand and even throw them about.

THE QUEEN MINES, LIMITED.

The first ordinary meeting of the above Company took place at noon to-day, at Nos. 38 and 40, Queen's Road Central. The following gentlemen were present:—Messrs. Hart Buck, in the chair, C. Ewins, Henry Humphreys, J. A. Jupp, Taylor, S. Rustonjee, W. H. Mance, Lau Chan Pak, W. D. Sutton, and D. W. Cradock.

The Secretary having read the notice convening the meeting, the Chairman said: "Gentlemen, I will, with your permission, adopt the usual course and take the report and statements of accounts as read. The accounts speak for themselves and I do not think require any additional explanation from me. Our year's work, I am sorry to say, has not been marked by good fortune and up to the present time, though prospecting has been steadily going on, we have as yet had nothing very encouraging reported to us. The latest report from the mine is contained in a telegram from our mining manager received a few days ago and which reads: 'At the 300-foot level, driven 265 feet. The winze has been sunk 20 feet, there is no improvement. We are driving South level 200 feet, the average width of lode which is 3 feet 6 inches assays 5 dwts. per ton. The face improves as we go on. It is my intention to push on in this level as soon as possible.' It appears by this that our most promising level at present is the 200-foot South and in a letter received this morning from Mr. Roberts, speaking of this level he says, 'The men taken from the winze have been set to work extending this level which we can find any formation that presents an encouraging prospect. This work corresponds in a measure with that which we started in the Eureka eight or nine months ago and it is to be hoped that it will be attended with the same satisfactory result. The ground in which we are now driving has not been previously prospected, not even at the surface.' This looks rather more hopeful and you will notice that Mr. Roberts speaks of the ground on which they are now driving not having been previously prospected and in the last telegram we are informed that the face improves as they go on. They are evidently on gold, so we may at any time hear of more favourable developments. It appears, Gentlemen, that the only course we can pursue is to keep steadily on and hope for the best, and I can assure you we have every confidence that our managers in Australia will do all in their power to arrive at satisfactory results. I shall be pleased to answer any questions to the best of my ability that any shareholder would like to put.

There being no questions, the Chairman proposed the adoption of the Report and Accounts. Mr. Mance seconded. Carried unanimously.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.
March 22nd.

At the Court of the Hon. Mr. Justice WISE.
MR. WILKINSON v. MUSSO.

This case was heard this morning at the Supreme Court before Mr. Justice Wise. Mr. Wilkinson appeared for the Plaintiff and Mr. Looker for the Defendant.

Mr. Wilkinson in opening the case said it was a claim for repairs executed by his client to some property belonging to Mrs. Musso. The Defendant refused to pay the price that had been agreed upon by her agents, Messrs. Denison and Ram, as in her opinion it was not its actual value. The facts are, Messrs. Denison and Ram were instructed to ask for tenders for the work and his client's tender of \$1,067 was accepted. His client had done the work with the exception of some painting which the defendant wished postponed until some other alterations were made. When the bill was submitted a reduction for this work was made, and the bill endorsed by Messrs. Denison and Ram. Defendant had paid into Court \$873, being \$200 less than the contract price. It was for the recovery of this sum that the case was brought.

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HONGKONG LEGISLATIVE COUNCIL.

This afternoon, a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), His Excellency Major General Gascoigne, C.M.G., the Hon. F. H. May, C.M.G. (Acting Colonial Secretary), the Hon. W. Meigh Goodland (Attorney General), the Hon. A. W. Brewin, the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. O'Connell (Director of Public Works), the Hon. C. P. Chater, C.M.G., the Hon. E. R. Bellios, C.M.G., the Hon. J. L. Keswick, the Hon. H. C. Nicolle, the Hon. Wei A. Yuk, and Mr. R. F. Johnston (Acting Clerk of Councils).

The Clerk of Councils read the minutes of the last meeting.

The Hon. T. H. Whitehead then laid on the table a protest against "An Ordinance to facilitate the hearing, determination and settlement of land claims in the New Territories, to establish a Land Court and for other purposes."

The Hon. T. H. Whitehead gave notice of the following question:—

DISORDERLY HOUSES.

Will the Honourable the Registrar General inform the Council whether it is the fact that the occupants of disorderly houses who had been moved out of houses in the Central districts and gone into houses to the West thereof are again being moved, if so whether the movements have been or are being effected by virtue of orders made by the Magistrate or by the summary action of the Police.

The Hon. T. H. Whitehead, pursuant to notice, asked the following question:—

Has the attention of the Honourable the Director of Public Works been directed to the dangerous condition of Yee Wo Street at the corner of Mr. Kennedy's Horse Repository at Causeway Bay and alongside the site of the proposed new Laundry to be erected there; and in the fact that the southeast boundary stone of the latter lot projects some six inches above the level of the ground, and has been placed well high in the middle of the road; and to the fact that on the south side a drain has been dug of considerable depth, without any protection; and will the Honourable member inform the Council why this state of matters is permitted to continue?

The Director of Public Works answered:—

The question seems to refer, not to Yee Wo Street in which no trench has been dug of boundary stone level, but to an unfinished road now under construction leading to Tai Hang village. The trench, two feet in depth, was opened in order that a water main might be extended, the extension being rendered necessary by the sale of land in the neighbourhood, the boundary stone is not in the middle of any road, but correctly marks the boundary of land sold some time ago. While a road is in an incomplete state, the persons who elect to use it, must necessarily suffer some inconvenience.

The Hon. T. H. Whitehead in moving the following resolution, "That the Honourable the Colonial Secretary lay upon the table a copy of the Crown Leases granted last autumn to the Lee Hin Company for the dredging and collecting of shells in and around Ping Chau Island in the New Territory, asked for in any question of 15th February last," said that he had personally applied at the Land Office to see this lease but had been unable to do so. He did not apply for his own information and did not consider it was a proper manner of treating a member of the Council.

The Acting Colonial Secretary said the lease in question was now a matter of dispute in the Supreme Court and so he did not consider it advisable to lay it on the table.

His Excellency concurred with the Acting Colonial Secretary.

The Resolution was lost.

The Attorney General moved the third reading of the Bill entitled An Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes.

The Hon. T. H. Whitehead moved that the Bill be re-committed for the purpose of striking out clause 15 and inserting clause 14 of the original Bill.

No seconder was found for Mr. Whitehead's motion.

The Bill was read the third time and passed.

The Council then adjourned until this day week.

A meeting of the Finance Committee was held immediately after the Council.

Full report will be given to-morrow.

THEATRE ROYAL.

"THE GEISHA."

The Dallas Company repeated their performance of "The Geisha" at the City Hall last night to a large and very enthusiastic audience. The piece went with much more of a swing than on Monday and Tuesday and the very frequent bursts of applause testified to the manner in which the audience appreciated the efforts of the various performers. Hongkong audiences are not as a rule particularly demonstrative and it was quite refreshing to see folk wake up a bit and really appear to take a little interest in things. The scenery which Mr. Dallas has brought with him is excellent and we have seldom seen a prettier effect than that made by the wistaria growing over the front of the Tea House in the first scene. Molly was exceedingly good last night and her singing and dancing was applauded to the echo. Mimosa San is also a striking character and to see these two alone is worth the price of a seat. This is the last night of "The Geisha" and those of our readers who have not yet seen it should hurry up and secure a seat.

To-morrow night's production of the great gaiety success "A Runaway Girl" promises to add another to the long list of successes the Company has scored in Hongkong. Mr. Dallas played the piece in Calcutta for nearly three weeks and then took it off while drawing crowded audiences. The following extract from our famous contemporary *The Indian Daily News* of January 11th speaks volumes.

"To write of success deserved and achieved is one of the pleasures of a critic's life; and that pleasure is ours in a remarkable degree in relating the story of the production by Mr. Henry Dallas at the Theatre Royal last night."

"A Runaway Girl." Mr. Dallas has undoubtedly made a bit of the season, and we properly for it a long and successful comedy. The piece will be repeated on Saturday and on Monday we have the charming comedy "His Excellency the Governor" which is creating quite a stir in London where it is drawing big audiences at the Criterion Theatre. On Tuesday "The Sign of the Cross" and Wednesday "Charley's Aunt" are to be given.

"HIS EXCELLENCY THE GOVERNOR," a delightful Comedy now running at the Criterion Theatre, London, will be produced by Mr. Dallas at the Theatre Royal, on MONDAY Next.

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HONGKONG VOLUNTEERS.

AMERICA AND THE BOER SETTLEMENT.

There is considerable conflict of view in America on the rights and wrongs of the war and also with regard to the settlement that should be effected after it. The following article by a leading writer seems to represent the general trend of feeling in the United States.

I find it somewhat difficult (he says) to state exactly my point of view relative to the war now being carried on between the Boers and the British in South Africa beyond deprecating the fact that it was ever permitted to be brought to an actuality.

I am free to confess that I do not agree with those who urge that Americans should sympathize with the Boers on the ground that they boast a republican form of government. The Boer government is so far removed from anything like our own that it is absurd to speak of it as a sister republic. It is an oligarchy pure and simple. Americans would not tolerate for a moment its methods as a mode of government for themselves. Neither would they with any degree of complacency witness large numbers of their own citizens within the sphere of its domain paying the largest share of governmental taxes, without aiding them in securing the largest measure of representation, and the greatest extension of rights. I should expect, however, to have them gain these things through the ways of diplomacy and not through the arts of war, as I believe the British government should have gained them. But the government of Great Britain having blundered in its diplomacy, and the war being on, with no apparent way of bringing it to a conclusion at present but by continuous battle, it certainly is better for all concerned that England's soldiery should win. I do not sympathize with the war as such, but I am a firm believer in the justice of the demand made for an enlargement of the rights of the English resident taxpayer in the Boer country.

An analysis of much of the anti-British sentiment which for years found voice in this country will show that it has originated in that kind of party politics which in every campaign finds one or more issues designed to reach that or that class of voters who, because of some race prejudice, it is supposed can be affected thereby. During the period of the Land League and the sway of Parnell both party organizations found it profitable from a party point of view to assail England in order to either lose or gain an Irish constituency. We are again entering upon another of such a kind, I might say, disreputable politics. I do not mean by this that all the Boer sympathizers are swayed by the American political side of the question, for such is not the case; but unquestionably much of the activity found in their ranks here is fostered by the political element, which underlines to turn everything to party political account. In the present instance political British antipathy, finding expression in a wish for Boer success and rendering their aid, has in mind both the Irish voter and an appeal to the German one, the latter to be reached through a race affinity between the Dutch and the German.

It is worthy of note that even the national administration has somewhat fallen away in its fervor for the British within the last months, and there is just a little hesitancy about "clapping the hands across the sea" with that mark of cordiality and good-will which characterized its earlier acts both during and immediately after the Spanish-American war. During that difficulty we all appreciated the broad statesmanship of the Englishmen of public affairs and the generous position of all our English brother in recognizing the aims which we then cherished of spreading abroad the political and uplifting influence of the English-speaking races. Our political leaders talked about going to war with Germany because the Emperor dared to question some of our acts, and the people were appealed to boycott the Paris exposition because France entertained feelings of kindly interest in a sister Latin nation. I imagine many of these political "juggles" would have tried, and might, judging from what they accomplished in rushing us into other wars, if in Germany and France public meetings in the interest of Spain had been held, funds subscribed and recruits sent forward as an aid to Spanish success.

That we are now doing in this country something we would have denounced as unfriendly eighteen months ago in a foreign nation is not creditable either to our consistency or a proper regard for those relations we ought to bear toward all nations. There is quite enough in our domestic politics to settle upon questions of a wholly domestic character, without dragging into them as an element of decision the strife and turmoil of other nations.

There can be no objection to a full and fair discussion here on the part of individual citizens of any matter of world-wide interest, but the bounds of international propriety and courtesy are overstepped when public meetings are held in this country and aid rendered to one or the other contestant in a foreign imbroglio. This, it seems to me, is a legitimate point of criticism to be made against those who here stand out as the active Boer sympathizers.

Viewing the question now in the broader light of a world-wide influence resulting from the final outcome of this struggle, there can be but one possible conclusion, and that is that greater good will flow to the nations at large through ultimate British success than can possibly result from their defeat. Not the approval of all that has been done by the English nation by means of its vast might and power, but despite much greed, harshness, cruelty, if you please, and not a little high-handed procedure, she has beyond any other people advanced civilization, and to England more than any other country does the world of business owe its splendid progress and wide-spread influence.

THE BELGIAN QUEEN'S RE-PUBLICAN PARROT.

The Queen of the Belgians was rather unfortunate in the choice of a present for one of her young friends, the little daughter of one of the principal personages of the court. She ordered that the finest parrot to be found in Brussels be bought and sent to the child with the royal good wishes. This was done. A few days afterward the queen honored her young friend with a visit; but though she was heartily thanked for her present, the latter was nowhere to be seen, or even heard. This happened on a second visit, and finally the queen was about to ask if the parrot had died, when its voice, shrill and clear, was heard from the next room, where by an oversight it had been left during the queen's absence. "Down with the pasteurized king!" shouted the bird. "Long live the republic!" A servant made a dash for the parrot, but the queen interposed and saved its life. She asked that it be sent to the court, where she would see that it was taught better manners and more seemly political principles. This was forthwith done, but the queen was unsuccessful. It was never learned where the parrot had picked up its democratic prejudices, but it steadily refused to give them up and could not be taught new opinions.

SEE "HIS EXCELLENCY THE GOVERNOR" played by the Dallas Company on MONDAY NIGHT. The Daily Telegraph says: "The smartest piece of writing of late years—Excruciatingly funny!"

THE ANTI-SMOKING LAW IN JAPAN.

The following is a translation of the regulations recently passed by the Diet, prohibiting minors from smoking.

LAW NO. 33. REGULATIONS PROHIBITING SMOKING BY MINORS.

Art. I.—Minors are not allowed to smoke tobacco.

Art. II.—Should any person infringe the provisions of the preceding article, the tobacco smoking implements in his possession for the purpose of smoking, shall be confiscated by the executive authorities.

Art. III.—A person who exercises parental rights over a minor, shall, in the event of his neglecting, when aware of the offence, to prevent the said minor from smoking, be ordered to pay a fine not exceeding yen 1. Any person in charge of a minor, in place of the person exercising parental rights, shall also be punished in accordance with the preceding clause.

Art. IV.—Any person who sells tobacco or smoking implements to a minor, knowing that such tobacco and smoking implements are for the minor's own use, shall be ordered to pay a fine not exceeding yen 10.

These regulations will be put into operation on and after the 1st April, 1900.

THE INVASION OF INDIA: A LESSON FROM SOUTH AFRICA.

Amongst all the discouragements furnished by our experiences in the Transvaal one consolation, says the *Albion*, is forthcoming, that the Boers are particularly ignorant of the enormous advantage which has come to rest with the defence where the ground is favorable, will no doubt knit the brows of many an officer in a certain war bureau that need not be, more particularly named. When we have seen how a position like Magersfontein becomes impregnable after a few days' rough work with the spade, carried out in the presence of the enemy, one can realize what should be the strength of a position like Belali outside Quetta whose lines have been planned and constructed at leisure by the most skilled engineers and artillerymen. The conditions in Baluchistan are not unlike those in South Africa, there is the same clear atmosphere, the same absence of trees and vegetation that enables the artillery to work up to its full range, and will therefore bring out the superiority of the heavy guns of the defence. There is the same open plain between one ridge and another, over which the attacking troops must advance, pitilessly exposing themselves whilst nothing but an occasional flash marks the position of the invisible defenders who are moving them down. Everyone has recognized from the first that it would be impossible for our troops to force Van Rensburg's Pass, as long as the Boers chose to occupy it. Ought it to be easier to force the Khyber? With troops, well armed and moderately efficient in the use of their weapons, and with good communications, laid down beforehand, so as to allow the speedy reinforcement of any threatened point, the positions which are the gates of India on the north-west should be absolutely secure against any force that can ever be transported across Afghanistan or the Central Asian highlands. This seems to be the clear teaching of the warfare in South Africa, and no doubt as time goes on it will largely modify the views hitherto held on the feasibility of an invasion of India.

JAPANESE COAL.

The most important Japanese coal mines, says *Le Monde*, *Zeitschrift*, are those of the island of Kyushu, and they furnish 82 per cent of the total yield of Japan. The principal mine is that of Miike, which has been worked since the year 1868, and which, formerly Government property, is now owned by a wealthy company. It produces 1,000,000 tons a year, and its miners are recruited from a neighbouring reformatory. The production of coal in Japan, which was estimated at 2,000,000 tons in 1888 reached 6,000,000 tons in 1897. Prices have increased, during the same period, 130 per cent. In 1895, there were 157 mines and 54,000 miners; the exportation of coal was 927,000 tons in 1882, 974,000 tons in 1889, and 3,500,000 tons in 1897. The amount of coal consumed in the manufacture of the country has increased tenfold since 1888; in that year it was 146,000 tons whereas in 1898, 1,553,000 tons were used in home industries.

SIR CHARLES DILKE ON THE GOVERNMENT.

Sir Charles Dilke's speech in dispassionate criticism of our military preparations and administration did not improve the position of the Government in the eyes of the House of Commons. He showed how the questions of information and misinformation took a cruel personal bearing in the case of Sir William Butler, who has been attacked as a traitor. He then blamed the Government for leaving the defence of Natal without large guns and without engineers to make trenches, and for the way in which the military tunnels and bridges had been left intact to serve the convenience of the Boers. What had been regarded as a new departure, the taking into the field of guns of position, had been for some time an established fact in the German army. Instead of sufficient artillery in South Africa for three Army Corps, we had not half that amount, and could not have for the simple reason that we had not got it in the world.

The objective Mr. Wyndham explains on behalf of the War Office aimed at since 1888, besides the garrisoning of India and the Colonies, had been to be able to embody a force of two Army Corps, a cavalry division, and troops for the line of communication for a foreign expedition. That meant 58 battalions of infantry, to regiments of cavalry, and 42 batteries of artillery, instead of that 60, 9, and 46 of each arm respectively had been sent to South Africa. The Government had started with a garrison of 25,000 men, which had been erroneously thought to be sufficient for the defence of Natal. As to guns, they would soon have 452, including 74 heavy guns of position, 36 howitzers, and 54 of horse artillery, and 131 of field artillery. In all we had accepted from the colonies 2,375 unmounted and 4,698 mounted men. He would give the House the proportion of unmounted and mounted on four important dates; of the whole force in South Africa. In the original garrison there were 7,600 unmounted and 2,000 mounted or nearly one in four mounted. On the 9th of October, the day of the ultimatum, there were 12,600 unmounted and 3,400 mounted, or the first of January 23,600 unmounted and 10,800 mounted, while the total contemplated, and which would shortly be there, was 142,000 unmounted and 37,800 mounted men, so that the total number of armed troops in a fortnight or so, exclusive of the Eighth Division and the cavalry brigade, would be 180,600 men.

THE DALLAS COMPANY, produce the great success from the Criterion Theatre, London, HIS EXCELLENCY THE GOVERNOR, on MONDAY Next, Don't Miss it!

MURDER OF MAJOR KIDDLE AND MR. SUTHERLAND.

The official statement in reference to the atrocious murder of Major Kiddle and Mr. Sutherland, at Meng-Tun on the 9th February, by members of the Was tribe of the Las has been published. A copy of a report by Mr. G. Litton, is as follows:

Last night Mr. Sutherland proposed to go and have a look at the Shan town of Meng-Tun, 7 miles south of this. I consented and told General Liu that I thought of going. No objection was raised and a N. C. O. with, I think, soldiers was sent with us. We started at 11 a.m. Major Kiddle, who determined at the last moment to come with us and to walk, left 20 minutes before us. We caught him up about two miles from Meng-Tun, and went on together into the town. It was a narrow street about 200 yards long leading into a large market square. The soldiers preceded us by some distance and we saw no more of them, but the N. C. O. kept with us. Our presence in the market excited no commotion for ten minutes or so, when there was a roar of voices from the three or four hundred persons assembled and they all rushed to the far end of the market. Stones were thrown and arrows fired from cross-bows and swords drawn. We three were quite unarmed, with the exception of Major Kiddle's shot gun. We at once retreated up the street, where, I think, Mr. Sutherland and Major Kiddle were both hit on the back with stones, and I had my shin grazed. Only some 50 people followed us outside the town, shouting and throwing stones. So far as I could see they were all Las. Unluckily, four ponies were ahead of us and were allowed to go loose by the grooms. They galloped off after one of the Burmans, who was mounted and fled as hard as his pony's legs could go. Major Kiddle, Mr. Sutherland and myself and the *Chin Kuan* were left alone. Mr. Sutherland was in bad health and faint from loss of a stone and could not get away. I took pace. I caught my pony about a quarter of a mile out of the town, and tried to hoist Mr. Sutherland on it, but the animal shied and Mr. Sutherland slipped off on to the ground. While we were helping him to rise, the beast bolted. We then passed a bit of jungle and the Was had diminished to about 20. I do not think any of us imagined they had murderous intent or wanted to do more than drive us away. But, a few yards on, we came to an open piece of grass and some more Was came up and guns were fired. Major Kiddle was wounded in the back by a cross-bow and the Chinese N. C. O. was wounded in several places, and Mr. Sutherland received a heavy stone in the ribs, which completely disabled him. I should mention that when coming through the jungle, I had said to Major Kiddle, "If they throw any more stones we must fire." He replied that he would not fire in any case. I urged him strongly to do so, when he said, "If there is firing to be done you are the person to do it," and gave me his gun. While this was going on, we were both supporting Mr. Sutherland along as best we could, and the Chinese N. C. O. with great bravery walked beside us with a drawn sword keeping the Was back. It is due to him that Major Kiddle and Mr. Sutherland were not killed sooner. On arriving at the grass, Mr. Sutherland being completely unable to walk, suddenly heard a man say "Ta! Ta! Kill!" and then some 15 others; they advanced on us with swords. I was about to fire on the leading man when I received a stone in my stomach, and another which hit me with great force on the jaw. I remember trying to keep my feet and staggering some yards, the earth and sky going round and round. I then fell, and lost my senses probably for 30 seconds or more. I remember, thinking I was in camp. When I came to, I saw a number of Was backing at the heads of Major Kiddle and Mr. Sutherland, who were apparently dead already. I heard no cries. Mr. Sutherland was underneath, with Major Kiddle's body lying across his. I was about 25 yards from them, and the *Chin Kuan* was doing his best to keep the Was back. One tall Wa came out from the group towards me with a sword. I reached for the gun and shot him in the stomach. He reeled back, and I staggered to my feet. There was no more to be done, and I was about to attack me, as they were busy with the bodies of those they had already slain. I have a faint recollection of singering along the road with the N. C. O. and finally reaching the signalling camp, 3 miles from here, but everything that happened between the time I was wounded and the time I reached the Sikhs, is very blurred and confused in my mind. However, I put it down, to the best of my ability.

[Major Saunders with the detachment returned to Meng Kow from Meng Tun at mid-day, bringing the bodies. Arrangements for burial on a knoll, with a pagoda on it, north of the village were made immediately, and the burial took place at four o'clock.]

SUSPECTED LOSS OF A B. I. STEAMER.

A FORTNIGHT OVERDUE.

The Colombo agents for the B. I. S. N. Co. have received a telegram from the agents in Calcutta, to the effect that the B. I. S. *Fazilka* left Durban on January 27th for Galle, intending to proceed between Madagascar and the African mainland, but had not, up till 23rd February, arrived at Galle, making her thirteen or fourteen days overdue. It is not thought that there are any passengers on board the *Fazilka*, or that there is any cargo; the vessel was to call at Galle for orders.

CONSTRUCTION OF RAILWAY IN BRITISH NORTH BORNEO.

An important announcement in connection with the development of British North Borneo has been made by the managing director of the Chartered Company in an interview with Reuter's agent. A contract, he informed him, has been concluded for the construction of a railway sixty miles in length, to connect the harbour of Gaya with Brunei Bay, where there is an ample coal supply as well as with the fifty miles of railway now in course of construction by the Company to open up communications with the interior. The recent visit to the strategic importance of Gaya Bay as a naval base and coaling station, "the opinion of experts (said the managing director) the position of Gaya, its proximity to coalfields which the railway will exploit, and the general facilities it affords, render it of far greater strategic importance than Wei-hai-wei, which is situated at the extreme end of the trade route to China and Japan. Gaya being in a position to command the most important portion of the China Sea, and at the same time afford shelter for our shipping in time of war." Its selection would be of a set-off against the establishment of a French naval base at Saigon, dominating all our trade routes in the China Sea.

THE CRITERION THEATRE, LONDON, is being crowded nightly by delighted audiences to witness "HIS EXCELLENCY THE GOVERNOR" See the Dallas Company's Performance on MONDAY, 18th.

THE ARMY IN SOUTH AFRICA.

In the course of his speech on the Address Mr. Wyndham stated that, including the colonial levies, there would be in South Africa within the next fortnight or three weeks 180,000 men serving under the flag of the Queen. It is not easy to make out how these figures are made up. The *Daily Chronicle*, which weekly by week has reported on this question, is unable to see how the total force already landed or now at sea can total up to more than 150,000 men. The composition of the force and the dates of arrival are thus given.

Troops landed November 9th, 1899—February 6th 1900—

| From England. | Men. | Horses. | Guns. |
|---------------------|--------|---------|-------|
| Embarked in October | 28,793 | 3,680 | 74 |
| " November | 29,175 | 3,546 | 100 |
| " December | 19,447 | 5,270 | 60 |
| " January | 19,032 | 1,345 | 27 |
| Total | 96,447 | 13,841 | 261 |

From India and Colonies.

| Men. | Horses. | Guns. | |
|-------------------------|---------|-------|----|
| 1st Colonial Contingent | 2,400 | 825 | — |
| 16th Lancers | 570 | 570 | 1 |
| & J Battalion R.H.A. | 400 | 400 | 12 |

Grand Total..... 99,817 15,939 324

To these must be added the troops already in South Africa on November 1st and the various local forces then in existence or since raised. These may be estimated as follows—

| Men. | Horses. | Guns. | |
|-----------------------------------|---------|--------|-----|
| British Troops | 14,500 | 3,000 | 70 |
| Natal Forces | 5,370 | 3,830 | 14 |
| Cape | 8,000 | 5,500 | 6 |
| Kimberley, Mafeking, and Rhodesia | 3,000 | 2,000 | 27 |
| Three Regts. Horse newly raised | 1,600 | 1,600 | 3 |
| Total | 32,570 | 15,930 | 126 |

Including Naval Brigades and Naval guns.

Adding these two totals together we get a grand total of British forces now in the field of—

| Men. | Horses. | Guns. |
|---------|---------|-------|
| 132,387 | 21,569 | 391 |

These figures are a long way from Lord Lansdowne's 180,000 men who were to be in South Africa at the end of three weeks—for there are not 20,000 at sea at this moment. Including the troops on board the *Montezuma*, *Dictator*, *German*, *Montfort*, *American*, and *Canada*, the forces at sea between England and the Cape now number—

| Men. | Horses. | Guns. |
|--------|---------|-------|
| 13,846 | 5,657 | 106 |

To these should be added the force on the way from India (1,000 men, 950 horses, and 24 guns) and the troops of the second Colonial Contingent (2,811 men, 2,991 horses, eight machine guns, and 24 field guns) making a grand total of troops on the way from England and the Colonies of—

| Men. | Horses. | Guns. |
|--------|---------|-------|
| 17,757 | 9,568 | 162 |

There are possibly other units which we have been unable to trace. It should be noted that none of the troops of the 8th Infantry Division and 4th Cavalry Brigade have been included in any of the above figures. On Thursday afternoon Mr. Wyndham stated in answer to a question in the House that arrangements had been made to increase the forces in South Africa to 180,000 men, the difference between that and the total of 179,846 being made by additional battalions of Militia and Yeomanry.

A DURBAN SPY.

The *Times* has received the following story from its Durban correspondent—

The other day a ship loaded with troops entered the port. It passed in front of the promontory where the lighthouse is perched, some 300 feet high, when an officer's attention was drawn to certain signals which were being made from the lighthouse. The matter was reported, and the semaphore signalledman watched. It was found that he was signalling the arrival of each fresh batch of troops and the number of the men, guns, and horses disembarked to accompany posted on a mountain some distance away. It appears that this information reached the Boer staff on the Tugela in two or three days and this had been going on ever since the outbreak of the war. As there is not an English soldier nor a horse in General Buller's entire army which has not passed through Durban, the Boers must have been pretty accurately informed. It is not surprising, for instance, that two days after the mysterious arrival of General Buller the Boers should have asked for news of him by heliograph. The semaphore signalledman admitted that the practice has been going on since the opening of the war. He received 700s. as an inducement to begin the signalling, and was afterwards paid 60s. per telegram. His guilt was proved by an examination of his account at a bank of the Transvaal National Bank. He was a pure-blooded Englishman, 60 years of age, who had been living some years in his post. His wife and five children were unwilling to believe in his guilt, and a distressing scene occurred when he was put on board a warship in the bay and shot. He left his family a fortune of from 5,000l. to 6,000l. all received during three months of espionage. This makes quite a number of telegrams.

SHIPPING REPORTS.

Captain T. Johns, of the steamship *Leysen* from Shanghai, reports—Moderate N.E. winds to Turnabout, from there to Lamook strong N.E. winds and misty rainy weather; thence to port light, variable winds and misty.

Captain Clement, of the steamship *Kwang Ping* from Tientsin, reports—To the 18th, variable light to moderate N.E. to N.W. winds; 19th, strong N.W. and high following sea; 20th, light and variable with lightning and heavy rain; 21st, fresh N.E. rain, squally to calms and light drizzling rain to port.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports—Taiwanfou to Amoy strong N.E. breeze, high sea, cloudy and dull. Amoy to Swatow moderate N.E. breeze and sea, cloudy and fine. Swatow to port moderate N.E. breeze and sea, overcast and dull. Vessel in Amoy—*Charterhouse*, *Cheong Hok Kien*, *Melbourne*, and *Hangchow*. In Swatow—*Fochoan*, *Loksang*, *Taisang*, *Canton*, and *Dagmar*.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

| | |
|-------------|--------|
| Barometer | 30.141 |
| Thermometer | 57.3 |
| Humidity | 79.0 |
| Rainfall | 1.76 |

TO-DAY.

WEATHER REPORT.

| On date at 10 a.m. | On date at 4 p.m. |
|--------------------|-------------------|
| Barometer | 30.09 |
| Thermometer | 56 |
| Humidity | 90 |
| Rainfall | 0.01 |

TO-DAY.

Thursday, 22nd March, 1900.

Chinese—22nd of 2nd moon of 28th year of Kwang-shi.

| | |
|--------------------|-------------|
| Sun—Rises | 6hr. 4min. |
| Sets | 6hr. 11min. |
| High water—Morning | 1hr. 10min. |
| Afternoon | 2hr. 0min. |
| Low water—Morning | 7hr. 33min. |
| Afternoon | 7hr. 33min. |

ANNIVERSARIES.

1797—Emperor William I., of Germany born.

1839—The surrender of Mr. Dent demanded by Commissioner Lin.

1841—The Canton batteries and 100 war junks destroyed by the British.

1850—The Orange Sovereignty separated from Cape Colony.

1879—Church of the Sacred Heart, Hongkong, opened.

1881—The Boers agreed to accept self-government under the suzerainty of Great Britain.

1885—Death at Peking, of Sir Harry Parkes, H.B.M.'s Minister to China.

1897—Seoul-Chemulpo Railway commenced.

1898—French obtained permission to extend concession at Shanghai.

1899—Three Germans attacked at I Choufu, Shantung Province.

TO-MORROW.

Friday, 23rd March, 1900.

Chinese—23rd of 2nd moon of 28th year of Kwang-shi.

| | |
|-------------------------------|-------------|
| Sun—Rises | 6hr. 3min. |
| Sets | 6hr. 11min. |
| Noon—Max. Temp. S. 9hr. 4min. | |
| High water—Morning | 1hr. 45min. |
| Afternoon | 2hr. 55min. |
| Low water—Morning | 8hr. 20min. |
| Afternoon | 8hr. 15min. |

ANNIVERSARIES.

1839—Captain Elliot forced his way to Canton.

1897—Collapse of a building in East Street, Hongkong, 1 man killed, 5 injured.

1898—Sharp skirmish between British and Dermishes near Athar.

1898—Destructive fires at Fenchow and Toko.

AGENDA.

TO-DAY.

Cargo ex *Tama Maru* subject to rent.

Cargo ex *Messila* subject to rent.

9 p.m.—Mr. Henry Dallas' Company "The Geisha" at the City Hall.

H.K.V.C. ORDERS.

D. Infantry Co., Squad Drill at Head-Quarters.

TO-MORROW.

5.30 p.m.—An extraordinary Meeting of the H. K. C. C. at Pavilion.

C. N. Co's steamer *Kaifong* leaves for Cebu and Iloilo.

Cargo ex *Urua* subject to rent.

9 p.m.—Mr. Henry Dallas' Company "A Run-away Girl" at the City Hall.

H.K.V.C. ORDERS.

5.7 p.m.—E. Engineer Co., Examination of those ranks not yet examined.

5.30 p.m.—F. B. Co., Squad Drill at Head-Quarters.

5.30 p.m.—F. B. Co., Squad Drill at Head-Quarters.

5.30 p.m.—"A," "B," & "C" Co., Squad Drill at Head-Quarters.

D. Infantry Co., Company Drill at Head-Quarters.

5 p.m.—F. Engineer Co., Company Drill at Head-Quarters.

SATURDAY, 24th.

Noon—17th Ordinary General Meeting of Shareholders of the China and Manila S. S. Co. Ltd., at the Co's Office, No. 9, Praya Central.

(About)—N. P. steamer *Bremer* leaves for Portland, Oregon.

p.m.—Concert in Aid of Indian Famine Fund at Victoria Recreation Club.

N. L. steamer *Ataria* leaves for New York via Sue Canal.

4.15 p.m.—Football for the H. K. F. Challenge Shield, G. Co. V. H. Co. of the Royal Welsh Fusiliers.

9 p.m.—Mr. Henry Dallas' Company "A Run-away" at the City Hall.

Noon—L. C. & N. Co's steamer *Longking* leaves for the Manila.

MONDAY, 26th.

O. S. Co's steamer *Orestes* leaves for London via Sue Canal.

8.30 to 9 p.m.—Regular Meeting of the Victoria Preceptory and Priory at the Free Masons' Hall.

Cargo ex *Maria Valerie* subject to rent.

5.15 p.m.—Lecture on "The Grip on Colonial Empire" by Mr. J. W. Jones, in the Chamber of Commerce Room, City Hall.

TUESDAY, 27th.

Noon—Extraordinary General Meeting of Shareholders of the Hongkong Land Investment and Agency Co. Ltd.

Noon—Ordinary Half Yearly Meeting of Shareholders of the Hongkong Hotel Co. Ltd.

Noon—P. M. S. Co's steamer *City of Rio de Janeiro* leaves for San Francisco &c.

C. N. Co's steamer *Shanghai* leaves for Singapore, Samarang and Sourabaya.

Daylight—N. Y. K. steamer *Sado Maru* leaves for Europe via the Straits.

WEDNESDAY, 28th.

Cargo ex *Bentley* subject to rent.

Noon—L. C. & N. Co's steamer *Chelydra* leaves for the Straits.

THURSDAY, 29th.

3 p.m.—22nd Ordinary Annual Meeting of Shareholders of the China Sugar Refining Co. Ltd.

5 p.m.—An Extraordinary General Meeting of the members of the Hongkong Club.

5 to 5.30 p.m.—A Regular Meeting of the Esthen Mark Lodge, No. 264.

SHIPPING AND MAIL NEWS.

German (*Weimar*)

Auction.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, TO-MORROW

(FRIDAY), the 23rd day of March, 1900, at 2 P.M., at their Office, in 32 Lots,

VERY VALUABLE LEASEHOLD PROPERTY, viz:—

Lot 1—No. 1, Wyndham Street. Area 2,684 square feet. Term 999 years. Crown Rent, \$12.96.

Lot 2—No. 3, Wyndham Street. Area 4,120 square feet. Term 999 years. Crown Rent, \$66.27. With and subject to a right of way.

Lot 3—No. 1, Wellington Street. Area 1,078 square feet. Term 999 years. Crown Rent, \$16.90. With and subject to a right of way.

Lot 4—No. 3, Wellington Street. Area 793 square feet. Term 999 years. Crown Rent, \$12.28. With and subject to a right of way.

Lot 5—No. 13, Wellington Street. Area 921 square feet. Term 999 years. Crown Rent, \$14.84.

Lot 6—No. 2, D'Aguilar Street. Area 754 square feet. Subject to Proportion of Mortgage \$8,000. Term 999 years. Crown Rent, \$11.64. With and subject to a right of way.

Lot 7—House at Back of No. 2, D'Aguilar Street. Area 466 square feet. Term 999 years. Crown Rent, \$6.97. With and subject to a right of way.

Lot 8—No. 4, D'Aguilar Street. Area 716 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$11.03. With and subject to a right of way.

Lot 9—House at back of No. 4, D'Aguilar Street. Area 442 square feet. Term 999 years. Crown Rent, \$6.44. With and subject to a right of way.

Lot 10—No. 6, D'Aguilar Street. Area 716 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$11.03. With and subject to a right of way.

Lot 11—House at back of No. 6, D'Aguilar Street. Area 512 square feet. Term 999 years. Crown Rent, \$7.71. With and subject to a right of way.

Lot 12—No. 8, D'Aguilar Street. Area 751 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$11.59. With and subject to a right of way.

Lot 13—No. 10, D'Aguilar Street. Area 752 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$11.62. With and subject to a right of way.

Lot 14—No. 12, D'Aguilar Street. Area 753 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$11.64. With and subject to a right of way.

Lot 15—No. 1, D'Aguilar Street. Subject to an under lease. Area 891 square feet. Term 999 years. Crown Rent \$11.33. With and subject to a right of way.

Lot 16—No. 3, D'Aguilar Street. Subject to an under lease. Area 836 square feet. Term 999 years. Crown Rent \$10.63. With and subject to a right of way.

Lot 17—No. 5, D'Aguilar Street. Area 843 square feet. Term 999 years. Crown Rent \$10.72. With and subject to a right of way.

Lot 18—No. 7, D'Aguilar Street. Area 843 square feet. Term 999 years. Crown Rent \$10.55. With and subject to a right of way.

Lot 19—No. 9, D'Aguilar Street. Area 823 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$10.47. With and subject to a right of way.

Lot 20—No. 11, D'Aguilar Street. Area 814 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent \$10.35. With and subject to a right of way.

Lot 21—No. 13, D'Aguilar Street. Area 811 square feet. Subject to Proportion of Mortgage \$7,000. Term 999 years. Crown Rent, \$10.31. With and subject to a right of way.

Lot 22—No. 15, D'Aguilar Street. Area 852 square feet. Subject to Proportion of Mortgage \$8,500. Term 999 years. Crown Rent, \$10.84. With and subject to a right of way.

Lot 23—No. 15, Wellington Street. Area 1,358 square feet. Subject to Proportion of Mortgage \$6,000. Term 999 years. Crown Rent, \$17.50. With and subject to a right of way.

Lot 24—No. 15, Wellington Street. Area 1,059 square feet. Subject to Proportion of Mortgage \$5,500. Term 999 years. Crown Rent, \$13.61. With and subject to a right of way.

Lot 25—No. 15, Wellington Street. Area 1,057 square feet. Subject to Proportion of Mortgage \$5,500. Term 999 years. Crown Rent, \$13.57. With and subject to a right of way.

Lot 26—No. 14, Graham Street. Area 791 square feet. Term 999 years. Crown Rent, \$8.57.

Lot 27—No. 16, Graham Street. Area 757 square feet. Term 999 years. Crown Rent, \$8.49.

Lot 28—No. 18, Graham Street. Area 761 square feet. Term 999 years. Crown Rent, \$8.24.

Lot 29—No. 20, Graham Street. Area 753 square feet. Term 999 years. Crown Rent, \$8.15.

Lot 30—No. 22, Graham Street. Area 757 square feet. Term 999 years. Crown Rent, \$8.19.

Lot 31—No. 24, Graham Street. Area 752 square feet. Term 999 years. Crown Rent, \$8.14.

Lot 32—No. 26, Graham Street. Area 779 square feet. Term 999 years. Crown Rent, \$8.43.

Hongkong, 12th March, 1900. [321b]

Masonic.



VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASON HALL, on MONDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 20th March, 1900. [325b]

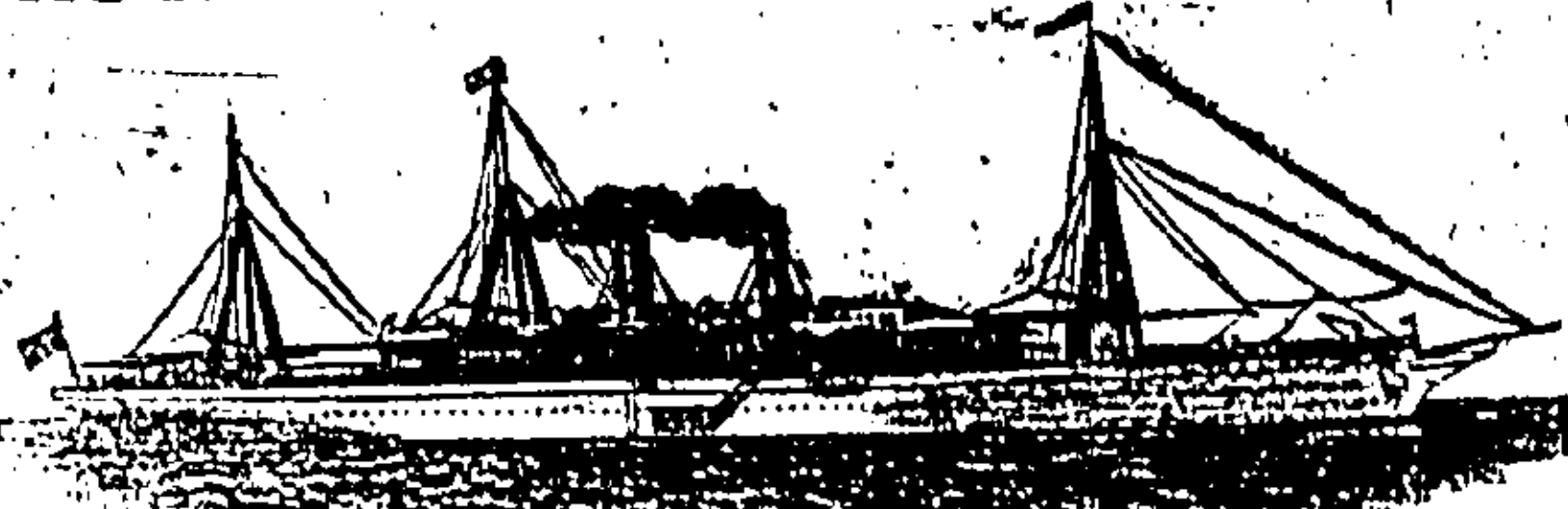


BOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON HALL, on THURSDAY, the 29th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 21st March, 1900. [326b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. FROVIE, General Agent, Hongkong, 14th March, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Algonquin...[3,337] J. Truebridge...[Mar. 31]

Sikh...[2,747] J. Rowley...[April 14]

Glenage...[3,750] W. Franks...[April 24]

Queen of the Lake...[2,832] F. McNair...[May 5]

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar...[3,602] W. Watt...[Mar. 24]

Monmouthshire...[2,874] W. A. Evans...[May 19]

Braemar...[3,602] W. Watt...[June 9]

Monmouthshire...[2,874] W. A. Evans...[Aug. 4]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC HAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 19th March, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Lady Joyce...[3,194] on [Mar. 31]

Strathgyle...[5,023] about [April 14]

Carlisle City...[3,002] about [April 28]

Carmarthenshire...[2,929] about [May 12]

Belgian King...[3,379] about [May 26]

Thyra...[3,466] about [June 9]

THE Steamship

"LADY JOICEY," will be despatched for SAN FRANCISCO and SAN FRANCISCO, VIA KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 16th March, 1900. [328]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from the Port for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 17th March, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Wednesday, 23rd May, at Noon.

THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent, Hongkong, 17th March, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

YAWATA MARU...NAGASAKI, KOBE and YOKO...SATURDAY, 24th March, at Noon.

SADO MARU...MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID...TUESDAY, 27th March, at Daylight.

MIKAWA MARU...SHANGHAI, CHEMULPO and NAGASAKI...TUESDAY, 27th March, at Daylight.

KAGOSHIMA MARU...MOJI, KOBE and YOKOHAMA...TUESDAY, 27th March, at Noon.

HIROSHIMA MARU...BOMBAY, via SINGAPORE and COLOMBO...FRIDAY, 30th March, at Noon.

FUTAMI MARU...MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE...FRIDAY, 30th March, at 4 P.M.

KAWACHI MARU...MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID...FRIDAY, 13th April, at Daylight.

*KINSHU MARU...VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA...THURSDAY, 19th April, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager, Hongkong, 20th March, 1900. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA...NEW YORK...24th March...Freight.

SAXONIA...HAMBURG and HAMBURG...About 31st March...Freight.

*HEIDELBERG...HAMBURG and HAMBURG...About 6th April...Freight and Passage.

SIBIRIA...HAMBURG and HAMBURG...About 20th April...Freight and Passage.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, 27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). Thursday, 31st May, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent, Hongkong, 20th March, 1900. [5]

U.S. MAIL LINE.

Consignees

NOTICE TO CONSIGNEES.

**FROM TRIESTE, FIUME, PORT SAID,
SUEZ, KARRACHI, BOMBAY,
PENANG & SINGAPORE.**

THE Company's Steamship
"URANO,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This Vessel leaves Cargo—
from Trieste, *ex S.S. Imperator* transhipped
at Bombay.
from Venice, *ex S.S. Carlotta & Maximiliana*
transhipped at Trieste.
Optional Cargo will be discharged here unless
Notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon on the 23rd instant, or they will not be
recognized.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 23rd
instant will be subject to rent.

SANDER, WIELER & Co.,
Agents.
Hongkong, 16th March, 1900. [308b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

**FROM TRIESTE, FIUME, PORT SAID,
ADEN, KARRACHI, BOMBAY,
COLOMBO, PENANG AND
SINGAPORE.**

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:—
From Trieste, *ex S.S. Imperator* transhipped at Bombay.
From Venice, *ex S.S. Carlotto & Massimiliano* transhipped at Trieste.
From Levante, *ex S.S. Saturna* transhipped at Port Port.

No Claims will be admitted after the Goods

SENT in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 20th March, 1900. [Signed]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP CITY OF DUBLIN,
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MANILA

Cargo Steamer having arrived, consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL & CO., LIMITED,
Agents.
Hongkong, 20th March, 1900. [4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,**
General Managers.

Hongkong, 20th March, 1900. [367]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees

Bills of Lading for Countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's Risk
and expense.

C. L. GORHAM,
Acting Agent,
Hongkong, 21st March, 1900.

Insurance.

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1905.

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 52, PEEL STREET,
"THE RETREAT,"—MOUNT KELLETTS
TOP FLOOR, No. 1, DUBBELL STREET,
GODOWNS.—Nos. 803 and 82, PRAYA
EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 6th March, 1900.
